



**National Transportation Safety Board
Factual Data Collection Report of Accident**

CHI04CA229

Aircraft Reg No: N96MB
Most Critical Injury: None

Location/Time

Nearest City/Place: Muncie, IN
Occurrence Date: 08/14/2004
Occurrence Time: 1500 EST

Flight Itinerary

Last Depart. Point: MUNCIE, IN
Destination: MUNCIE, IN

Aircraft Information

Type of Aircraft: Helicopter (not Homebuilt)
Make/Model: Bell / 47G2
Serial Number: 2443
Landing Gear: Skid
Engine Type: Reciprocating
Engine Make/Model: Lycoming / VO-435
Aircraft Damage: Destroyed
Aircraft Fire: None

Operator Information

Registered Acft Owner: Gerald M. Conley
Operator of Aircraft: Same As Reg'd Aircraft Owner
Operator Address: Nicholasville, KY
Reg. Flt. Conducted Under: Part 91: General Aviation

Weather

Condition of Light: Day
Wx Cond. at Site: Visual Conditions

First Pilot Information

Cert(s)/Rating(s): Private; Single-engine Land; Helicopter
Instrument Ratings: Airplane
Medical Cert: Class 3
Date of Last Med. Exam: 10/01/2003

Flight Time (Hours)

Total All Aircraft: 507
Total Make/Model: 68

Injury Summary

	<u>Fatal</u>	<u>Serious</u>	<u>Minor/None</u>
Crew	0	0	1
Pass	0	0	1

Narrative

*** This investigation is based on information furnished by the Pilot/Operator. Additional details may be found in the Form 6120.1***

On August 14, 2004, about 1500 eastern standard time, a Bell 47G2 helicopter, N96MB, piloted by a private pilot, was destroyed when it impacted the ground during an attempted forced landing. The helicopter was on initial climb after takeoff when it experienced a loss of engine power. The 14 CFR Part 91 personal flight was operating in visual meteorological conditions without a flight plan. The pilot and his one passenger were not injured. The helicopter had just departed the Reese Airport, Muncie, Indiana, for a local flight.

The pilot reported that he had taken off from the Reese Airport and had made a turn to parallel the runway when he heard two loud "bangs" from the engine after which the engine stopped producing power.

The pilot stated that he was at 50 feet and 45 miles per hour when the power loss occurred. The pilot stated that he performed an autorotation to a flat area near the airport. He stated that as he "approached touchdown [he] raised collective to cushion the impact but with so little altitude an autorotation gave very little rotor speed." He stated that the helicopter struck the ground in a level attitude while moving forward, the skids collapsed and the helicopter broke apart.

A postaccident examination of the helicopter was conducted. During the examination, the engine was found to rotate. The engine produced compression on all cylinders when rotated by hand. No further components of the engine were tested.